

## THE SHIPBUILDERS OF BATH, MAINE

## XI. THE PATTENS

Having covered nearly all of the shipbuilders of the Kennebec whose operations continued into the 20th Century, we now turn to some of the older houses. Outstanding among these was the Patten family.

John Patten, a blacksmith whose father had come to America from Belfast in 1727, settled on a farm in Topsham, where he built ships before the Revolution. His son Thomas, who married Catherine Fulton of Saco, was a shipmaster and probably also a shipbuilder; he commanded the 93-ton sloop INDUSTRY, built at Topsham in 1783, and he later had the 129-ton schooner ORANGE, built at Brunswick in 1795, and the 108-ton schooner LARK, built at Topsham in 1800. He was listed as owner of the INDUSTRY and LARK.

Thomas Patton had three sons, George F., born in 1787, who became a shipcarpenter; John, born 1789, who went to sea; and James F., born in 1790, who also went to sea. John was sailing as mate with Capt. Levi Peterson of Bath during the War of 1812, and was captured by the British a total of five times. At the end of the war he went into partnership with his older brother, and after building two vessels at the family place at Topsham they moved to Bath. Here is their list:

Built by Geo. F. & Jn. Patten, Topsham

|           |           |     |
|-----------|-----------|-----|
| 1816 Brig | ANN MARIA | 153 |
| 1819 Brig | STATIRA   | 183 |

Built by Geo. F. & Jn. Patten, Bath

|           |             |     |
|-----------|-------------|-----|
| 1821 Brig | JASPER      | 222 |
| 1823 Brig | BRILLIANT   | 244 |
| 1824 Ship | CATHARINE   | 313 |
| 1825 Brig | GEORGE      | 251 |
| 1826 Brig | PARAGON     | 147 |
| 1826 Ship | ANDES       | 363 |
| 1828 Ship | CHAMPION    | 377 |
| 1829 Ship | MAJESTIC    | 389 |
| 1830 Ship | NEW ORLEANS | 389 |
| 1831 Ship | GLOBE       | 418 |
| 1832 Ship | ANDES (2d)  | 444 |
| 1833 Ship | PALESTINE   | 469 |
| 1833 Sch  | CERES       | 129 |
| 1834 Ship | CASPIAN     | 529 |
| 1835 Ship | MANCHESTER  | 570 |
| 1838 Ship | LONDON      | 637 |
| 1838 Ship | DELAWARE    | 661 |
| 1840 Ship | TRENTON     | 667 |
| 1840 Bark | FLORENCE    | 349 |
| 1840 Ship | MONMOUTH    | 728 |

|           |                  |      |
|-----------|------------------|------|
| 1842 Ship | HALCYON          | 797  |
| 1843 Ship | LOUISIANA        | 747  |
| 1844 Ship | MAINE            | 749  |
| 1846 Brig | FAWN             | 160  |
| 1846 Ship | ITALY            | 749  |
| 1848 Ship | GEORGE F. PATTEN | 778  |
| 1849 Ship | FALCON           | 813  |
| 1851 Ship | MOBILE           | 960  |
| 1851 Ship | CHAMPLAIN        | 513  |
| 1852 Ship | MARSHFIELD       | 999  |
| 1852 Ship | ARIEL            | 1329 |
| 1853 Ship | BRITANNIA        | 1090 |
| 1853 Ship | CLARA BROOKMAN   | 1071 |
| 1854 Ship | ASSYRIA          | 1363 |
| 1855 Ship | CASPIAN          | 924  |
| 1856 Ship | JOHN PATTEN      | 960  |
| 1857 Ship | JAMES F. PATTEN  | 973  |
| 1858 Ship | DE SOTO          | 799  |
| 1858 Ship | AMITY            | 798  |
| 1859 Ship | CANADA           | 996  |
| 1860 Ship | TRANSIT          | 933  |

The PARAGON of 1825 is listed by one authority as having been built at Bowdoinham.

Captain John Patten took most of the firm's new vessels to sea until 1827, but after retiring from the ANDES he stayed ashore and attended to his business affairs. He and his brother George maintained for many years one of those undivided partnerships that were not uncommon in Maine at the time, with each brother drawing his personal expenses from a common fund. The partnership finally was dissolved in 1860 when John Patten went into partnership with his sons, Thomas and Gilbert E.R.

Gilbert, a shipmaster like his father and brother, commanded the family ship HALCYON at 21, and in 1849 took the brig FAWN to San Francisco with a company of gold-seekers. Fittingly, the first vessel of John Patten & Sons was also named FAWN.

Here is their list:

|           |         |      |
|-----------|---------|------|
| 1860 Ship | FAWN    | 874  |
| 1862 Ship | HUDSON  | 999  |
| 1863 Ship | MORAVIA | 1045 |
| 1864 Bark | PARSEE  | 558  |

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|           |        |      |
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| 1864 Bark | PENANG | 583  |
| 1868 Ship | INDIA  | 1294 |
| 1869 Ship | NIMBUS | 1302 |

The last two vessels built for the account of John Patten & Sons were the ASTORIA-flag in March 1854. William Patten lost RIA and ALAMEDA, by Goss & Sawyer, in 1875 and 1876. Meanwhile, George F. Patten was the building:

|           |         |      |
|-----------|---------|------|
| 1862 Ship | SABINO  | 1038 |
| 1863 Ship | ITALIA  | 1019 |
| 1865 SS   | MONTANA | 1003 |
| 1866 SS   | IDAHO   | 1077 |
| 1868 Ship | JAPAN   | 1251 |

The IDAHO and MONTANA were built for a San Francisco firm called the California, Oregon & Mexico SS Co. and were taken out to the Pacific by Captains John R. Kelley and Jarvis Patten, respectively.

George F. Patten died in 1869, and his sons followed non-maritime pursuits. Captain John Patten lived to be 97, dying in 1887. His son Gilbert had died in 1882 at 57. The third brother, Captain James F. Patten, who had commanded the ANDES (2d), MANCHESTER, and LONDON, later had an interest in his brothers' firm; he died in 1883. His eldest son was Captain Charles E. Patten, who commanded the BRITANNIA at 22, later the MORAVIA and other Patten vessels, and finally the Houghton ship SAMARIA; after retiring from the sea he bought the former Guy C. Goss residence and served a term as Mayor of Bath.

Several other Patten cousins served as masters in the Patten fleet, and some went on to build ships of their own. It would take some genealogical digging to trace out all the family lines. Captain Wm. Patten was the most noted of this tribe. He is first listed as master of the brig AMERICA, 136 tons, built in Waterville for Peleg Tallman of Bath in 1809; in 1811 he had the new brig COMET, 187 tons, built by Robert Patten at Topsham; in 1815 the brig ABEONA, built by Samuel Gray at Bowdoinham; in 1816 the 126-ton schooner MARGARET, which he built himself at Topsham; later he had the G.F. & J. Patten vessels GEORGE and GLOBE. In 1841 he commenced building on his own account at Richmond, turning out the following:

|            |                  |      |
|------------|------------------|------|
| 1841 Ship  | RICHMOND         | 475  |
| 1845 Bark  | GLOBE            | 367  |
| 1847 Ship  | MEDALLION        | 547  |
| 1847 Brig  | ZENO             | 221  |
| 1848 Ship  | WILLIAM PATTEN   | 608  |
| 1849 Bark  | SCOTLAND         | 384  |
| 11850 Bark | GLENBURN         | 455  |
| 1851 Bark  | MATANZAS         | 427  |
| 1852 Ship  | HYDRA            | 499  |
| 1852 Ship  | PEERLESS         | 632  |
| 1853 Ship  | PRIDE OF AMERICA | 1826 |
| 1854 Ship  | THERESE          | 899  |

The PRIDE OF AMERICA was one of the very few Kennebec clippers. She came out a little too late in the clipper ship period to be successful, and went under the British flag in March 1854. William Patten lost all his capital in her, and after finishing the THERESE he left Bath and moved to Philadelphia.

Two others in this generation were the brothers, Captains David and Lincoln Patten. David Patten had the G.F. & J. Patten ships NEW ORLEANS, CASPIAN, DELAWARE, and HALCYON. D. & L. Patten built three vessels:

|           |          |            |     |
|-----------|----------|------------|-----|
| 1849 Ship | TEMPEST  | Brunswick  | 861 |
| 1858 Ship | NATIONAL | Bath       | 999 |
| 1864 Bark | SAREPTA  | Bowdoinham | 359 |

Captain Lincoln Patten's commands included the TEMPEST, the Trufant & Drummond ship ROSWELL SPRAGUE, and the INDIA of John Patten & Sons. His son Frank (1854-1913) commanded the Moses bark NIPHON and the Seawall vessels HENRY VILLARD and KINTO. Another Patten shipmaster was Captain Jarvis Patten, who commanded the ships TRANSIT and ITALIA and the steamer IDAHO. When the Bureau of Navigation was established in the Treasury Department in 1884, he was appointed the first Commissioner of Navigation, under President Arthur, and he managed to hold his appointment for more than a year under Cleveland.

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## XII. NATHANIEL T. PALMER

The only biographical information we have on Nathaniel T. Palmer is that on his headstone in the graveyard at Brunswick, which states that he died 18 March 1904 and that his wife, Mary Curtis, died 14 March 1897. He built the following big coasting schooners at Bath for his own account:

|              |                     |      |
|--------------|---------------------|------|
| 1894 4m. Sch | SARAH T. PALMER     | 1225 |
| 1894 4m. Sch | AUGUSTUS PALMER     | 1287 |
| 1896 4m. Sch | WILLIAM B. PALMER   | 1805 |
| 1895 4m. Sch | MARY E. PALMER      | 1526 |
| 1897 4m. Sch | FRANK A. PALMER     | 2014 |
| 1898 5m. Sch | NATHANIEL T. PALMER | 2440 |

The NATHANIEL T. PALMER was the second five-masted schooner built on the East Coast. The management of the fleet was taken over by J. S. Winslow & Co. of Portland after 1904, and the last vessel to survive was the MARY E. PALMER, lost at Casablanca, Morocco, in August 1920.

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## MORE ON WM. ROGERS (LC JULY '54)

Bob Applebee has sent the names of two vessels which we believe to be those missing from our list. They are:

|           |           |      |
|-----------|-----------|------|
| 1853 Bark | NORTHWOOD | 321  |
| 1854 Ship | REVENUE   | 1316 |

We thus now have 100 vessels. The bark MERCURY of 1863 is also listed as MERCER.



THE LAST VOYAGERS IN SAIL: A CRITICAL  
BIBLIOGRAPHY OF VOYAGE NARRATIVES

by James R. Mills

Editor's Foreword-- One of the interesting literary phenomena of the period after World War I has been the appearance of a considerable shelf of books all on the subject of the author's experiences (more often than not as a passenger) in one of the surviving weary windjammers. The two books by Paul Eve Stevenson, Riesen-berg's "Under Sail," and Lubbock's "Round the Horn," which we reviewed at some length in recent LOG CHIPS, may be regarded as prototypes of this series.

Jim Mills, who was recently appointed Curator of the Serra Museum in San Diego, California, is something of an authority on the books in this field, and he has furnished us the following descriptions of the volumes in his own library. The accounts are arranged in alphabetical order of the authors' names, and we have interspersed a few titles obtained from other sources. This series temporarily replaces our longer reviews of noteworthy books.

ATTIWILL, Ken, "Windjammer," 312 pp. Doubleday, Doran & Co., Garden City, N.Y. 1931.

This is the story of the homeward passage of the Erikson four-masted bark AR-CHIBALD RUSSELL from Melbourne to Queens-town with grain in 1929. The run was apparently devoid of great hardship or difficulties, for the ship won the annual grain race with an excellent 93-day effort.

The author, an Australian newspaperman, was a landsman on his first voyage, and very proud of it. He shipped as ordinary seaman in a Cape Horner without realizing what he was getting into, and he never forgave the ship for it.

Nor did he forgive his shipmates for his mistake. They revolt him whenever they show any human tendencies, even when it is only the enjoyment of some bit of food he is too finicky to taste and knows nothing about.

"Windjammer" is forcefully written, and the experience probably did the author a lot of good.

BEDNALL, Warren, "Strange Sea Road; the Story of a Sea Venture," 255 pp.; 19 ill. Jonathan Cape, London, 1936.

The voyage described was in the Swedish four-masted bark C.B. PEDERSEN, from Melbourne to Gothenburg via Torres Strait in 1935. The author was a passenger.

BOURNE, Pamela, "Out of the World," 288 pp. Geoffres Bles, London, 1935.

After various travels in steamers from Cape Town to Fiji, Tonga, and New Zealand, Miss Bourne went home from Wallaroo to Falmouth in the Finnish four-masted bark HER-ZOGIN CECILIE in 1934. The last 50 pages of the book deal with this wheat passage, which took 121 days, but on which little eventful occurred except for the loss of some large part of the heavy weather suit of sails, when the ship was caught aback in the South Pacific.

Miss Bourne makes none of the blunders that usually show up in the works of first-voyagers. Hers is a fresh viewpoint, for, in addition to bringing clear-eyed inexperience to the subject, she was also particularly aware of physical beauties of the ship, sea, and man's nature.

BROWN, Dewar, "Aloft and Aloft in Deepwater Sail," 230 pp; ill. Putnam, London, 1954.

The author sailed out and home in the Finnish bark WINTERHUDE, presumably in 1933-34, although, like other desirable facts, that information is not given. The emphasis is instead on the "rough life of wearing hardships" mentioned on the jacket. Although he must have been close to 40 (another fact he does not reveal), he seems to have served as an apprentice, and was justifiably proud of his rating as an A.B. upon discharge.

Mr. Brown is inclined to exaggeration in some cases, and occasionally he repeats some oft-seen misstatement. Wonder is perhaps in order as to whether his criticisms of shipmates and August, the Chief Mate, are entirely just. August is made out to be a real 19th-Century hard case, but the author's admissions in regard to the malingering of his shipmates and himself on unpleasant routine tasks explain that August had a difficult group of men to handle.

This book, though an account of one of WINTERHUDE's better voyages (98 days out to Port Lincoln and 126 home), is decidedly a treatment of the seamier side of the life by a man whose experience and outlook caused him to miss much of what must have been attractive. Its strength is in the descriptions of maneuvers, which are excellent.

BUTLIN, Claude M., "White Sails Crowding," 255 pp; 19 ill. Jonathan Cape, London, 1935.

The author, who was a Commander, DSC, RN, was a passenger in L'AVENIR in 1934 when that Finnish four-masted bark ran from



Port Germein to Falmouth in 137 days.

Probably no writer in this series has had more knowledge of the sea and ships than the Commander, except for the sail side. He is a keen observer and brings to the reader much detail that a man with a different background would not have noticed. He does not deal with L'AVENIR alone but generalizes on matters common to all square-riggers, including how to catch albatross and to put ships in bottles.

This narrative, though well written, is perhaps less impassioned than any of the others. The author does not make an adventure of a prosaic affair, nor does he ridicule those who would. This is surely one of the most accurate reports in its emotional tone of all the works of its type, as well as one of the most informative for the uninitiated.

COOPER, Viola Irene, "Windjamming to Fiji," 295 pp., 11 ill. A.L. Burt Co., N.Y., 1929.

The title of this book does not tell the full story of the voyage, for the bark actually was bound for Noumea, New Caledonia, and arrived there in good time. Under the French flag and name BOUGAINVILLE, she had been for years the Alaska Packers' STAR OF PERU. Built at Sunderland of iron as HIMALAYA in 1863, she was, along with STAR OF INDIA, the oldest of the Star fleet.

The purpose of the 1926 voyage was to deliver the vessel for use as a storage hulk ("Scow," according to Miss Cooper). She was towed to Vancouver from San Francisco, carried lumber to Suva, and made the rest of the voyage in ballast. Miss Cooper and Jean Schoen, another San Francisco stenographer, managed to sign on as midshipmen (they were charged board) from Vancouver to Noumea.

To them everything was an adventure. The emotional, if not theatrical, overtones are disturbing, though there is certainly no misrepresentation of fact -- wilful misrepresentation, that is. That the girls were ignorant of seamanship and its terms is excusable; but their failure to make any attempt to learn or to have someone check the manuscript is not so excusable. If references to the topsails being the sails right at the tops of the masts and to the topgallants being storm equipment are intended as humor, it is too fine for the average reader.

DESMOND, Shaw, "Windjammer; the Book of the Horn," 414 pp., ill. Hutchinson & Co., London, 1932.

This, the most ambitious book ever attempted on the subject of a single voyage in a modern sailer and by the most accom-

plished author, should be a very good book, but it is not.

Shaw Desmond, a professional Irish patriot, took passage in the Erikson four-masted bark HOUGOMONT in 1930 from Vancouver, B.C., to Port Natal. The ship was rather foul, and the voyage, with a cargo of lumber, took 143 days.

The author commences by listing the dangers he anticipates. One owner previously had taken three passengers on different voyages; two died of fear and the third went mad and jumped over the side. Furthermore, says Desmond, "Like most creative artists, I am sensitive and indeed a rather timid person." This sets the tone for the book, though in it he appears timid only where physical danger is involved, and about as sensitive as a Mack truck.

In addition he is a health faddist, so the book is less a "Book of the Horn" than a book of his private remedies, Swedish exercises, diet, and generally superior way of life. Much of the account is devoted to his heroic conquest of the futtock shrouds; the passage describing his first reaching the top is printed in italics; later on he does it again unassisted, and it turns out he had help the first time.

Officially, Desmond was the cabin boy. The general quality of his facts can be gauged from his statement that the battered old HOUGOMONT could sail at 20 knots.

GRANT, Gordon, "Sail Ho! Windjammer Sketches Aboard and Aloft," 64 ill. New York, Wm. F. Payson, 1931.

This book is not prose, but a collection of drawings developed by Gordon Grant from sketches made in STAR OF ALASKA (now San Francisco's BALCLUTHA) in the run from San Francisco to Alaska in 1925, with memories of an earlier Cape Horn passage in CITY OF MADRAS.

HAUSER, Heinrich, "Fair Winds and Foul," 254 pp., 28 ill. Liveright, N.Y., 1932.

Hauser, a German novelist, made the voyage from Hamburg to Chile in 1930 in the Laeisz four-masted bark PAMIR as the guest of the owners and the city of Hamburg, for the purpose of writing a book and making a moving picture about life in a surviving sailing vessel. The German title of his book was "Die Letzten Segelschiffe" -- "The Last Sailing Ships" -- and it was translated by Bertha Szold Levin. The translation is faithful but woefully weak on technical terminology.

PAMIR left Hamburg on 1 January, but was towed back into Rotterdam on the 15th with heavy weather damage. She was quickly repaired, and made the voyage to Talcahuano in 90 days.



|   |        |                              |   |
|---|--------|------------------------------|---|
| H. H. Schmidt, Hamburg  |        |                              |   |
| CARLA   | UK '92 | Pisagua Britain              | German FEHMARN ?Scrapped 1924?              |
| HENRIETTE   | UK '93 | Antofagasta Italy            | Italian HENRIETTE Scrapped 1924             |
| LISBETH   | UK '91 | Iquique France               | German LISBETH Scrapped 1928                |
| MARGRETHA   | UK '90 | St.Michaels Port.'16         | Port.GRACIOSA Sunk by U-Boat Sep.'18        |
| MARIE   | UK '95 | Antofagasta Italy            | German MARIE Scrapped March '23.            |
| MIMI  | UK '95 | Talcahuano France            | German BERTHA Missing May 1925.             |
| Wachsmuth & Krogmann, Hamburg   |        |                              |   |
| INDRA   | UK '92 | New York U.S.'17             | TONAWANDA, Amer. Hulk 1927, Pacific.        |
| TELLUS  | Ho '91 | Callao Peru '17              | Peruvian TELLUS Still going.                |
| H. Fölsch & Co., Hamburg  |        |                              |   |
| WALKÜRE   | UK '02 | Sta.Rosalia France           | Amer.WILLIAM DOLLAR Barge 1929-36.          |
| WELLGUNDE   | UK '04 | Hamburg Britain?             | Norweg.BELLPOOL Scrapped 1926.              |
| WOGLINDE  | UK '96 | Valparaiso Italy             | Hulked in Chile; scrapped 1928-32.          |
| Eug <sup>e</sup> . Cellier, Hamburg                                   |        |                              |   |
| BLANKENESE  | Ho '98 | Chanaral Italy               | Ital. BLANKENESE ?Scrapped 1924?            |
| GLÜCKSTADT  | UK '95 | Taltal France                | German LANDKIRCHEN ?Scrapped 1924?          |
| LOUIS PASTEUR   | Fr '95 | Mejillones Britain           | German LOUIS PASTEUR Scrapped 1922          |
| OBOTRITA  | De '92 | Valparaiso (under 1600 tons) | Ger.OBOTRITA ?Scrapped 1926?                |
| C. Krabbenhöft & Bock, Hamburg  |        |                              |   |
| CARL  | Ho '93 | Antofagasta Britain          | Norweg.SOUVENIR Scrapped 1924               |
| CLAUS   | UK '92 | Valparaiso France            | Chilean LAURA Lost circa 1929.              |
| ERNST   |        | '92 Sydney NSW               |   |
| HANS  | UK '94 | Hamburg?                     | German TAMARA X; dismantled '23; scrpd. '29 |
| HEINZ   | Fr '01 | at sea G.Brit.'15            | British TRIDONIA. Lost Oct.1916.            |
| JOHN  | Fr '02 | Valparaiso Ashore July 1919; | became coastwise barge.                     |
| MAX   | Ge '96 | Fayal Port.'16               | Portuguese SAGRES Still going.              |
| PAUL  | UK '95 | Hamburg France               | German PAUL Scrapped 1924.                  |
| (PAUL was repurchased by C.Krabbenhöft & Bock at Dunkirk in Jan.1922) |        |                              |   |
| J. A. E. Wimmer & Co., Lisbon (ships registered at Hamburg)           |        |                              |   |
| BELLAS  | UK '75 | Quebec G.Brit.'15            | Danish SUSANNE Barge 1924                   |
| DRESDEN   | UK '86 | Sold '15 in Portugal         | Port.HELENA ?Scrapped 1925?                 |
| SACHSEN   | Ge '89 | Sold '15 in Portugal         | Port.PORTUGAL ?Scrapped 1926?               |
| Mentz, Decker & Co., Hamburg  |        |                              |   |
| VIGANELLA   | Ge '93 | ? ?                          | Norweg.TRANS I. ?Lost 1915-6?               |
| Schlüter & Maack, Hamburg   |        |                              |   |
| HARVESTEHUDE  | UK '94 | Sta.Rosalia France           | 1924 Canadian barge; still in use.          |
| MOZART  | UK '04 | Taltal France                | Finnish MOZART Scrapped 1935.               |
| WINTERHUDE  | Ge '98 | Taltal France                | Finnish WINTERHUDE Scrapped 1950.           |
| Bremer Stahlhof Aktiengesellschaft, Bremen                            |        |                              |   |
| ADOLF VINNEN  | UK '92 | Sta.Rosalia Italy            | Amer.MAE DOLLAR Barge 1929.                 |
| ALBERTUS VINNEN   | UK '91 | Valparaiso France            | Chil.LUCIA. Hulk '25; scrapped '53.         |
| ARNOLDUS VINNEN   | UK '92 | Astoria, O. U.S.'17          | Amer.CHILLICOTHE Hulk 1927.                 |
| BARTHOLD VINNEN   | UK '91 | Caldera Britain              | Ger.BARTHOLD VINNEN ?Scrapped 1924?         |
| CARL RUDGERT VINNEN   | UK '90 | Newc.NSW G.Brit.'15          | British BURROWA ?Lost 1917?                 |
| CHRISTEL VINNEN   | UK '90 | Valparaiso Italy             | Ital.CHRISTEL VINNEN Wrecked Apr.1927       |
| HELVIG VINNEN   | UK '91 | Sta.Rosalia France           | Canadian barge 1925; wrecked 1927.          |
| J. C. VINNEN  | UK '92 | Valparaiso Britain           | Hulked 1921 at Valparaiso as GUARDADORA.    |
| LUCY VINNEN   | UK '92 | Hamburg Greece               | German MAYOTTE Scrapped 1925-6.             |
| MAGDALENE VINNEN  | UK '92 | Talcahuano Italy             | Ger.MAGDALENE VINNEN Scrapped 1924.         |
| SUSANNE VINNEN  | UK '92 | Newcastle NSW G.Br.'15       | British CARRABIN; sunk by U-Bt.Oct.'17.     |
| WERNER VINNEN   | UK '91 | at sea G.Brit.'14            | Norweg.BELLANDS Scrapped 1926.              |
| D. H. Wätjen & Co., Bremen (all three vessels were wooden)            |        |                              |   |
| EXCELSIOR   | No '91 | at sea G.Brit.'14            | ? ?   |
| KAISER  | Ge '77 | Sundsvall (under 1600)       | Ger.KAISER Wrecked c.1925.                  |
| ROLAND  | Ge '79 | at sea G.Brit.'14            | ? ?   |

(The above list of German sailing vessels and their disposition after World War I was compiled by Harold Huycke, and is continued from page 7.)



## BOOK REVIEWS

ALBION, Robert G., "Maritime and naval history: an annotated bibliography," 94 pp. Revised edition. Marine Historical Association, Mystic, Conn., 1955. \$2.00.

This very useful pamphlet by Professor Albion has now been expanded to 1,800 entries. It has been broken down into 49 categories, and has a full author index.

McNARRY, Donald, "Shipbuilding in miniature," 160 pp., 30 figs., 40 plates, index. Percival Marshall, London, 1955. 12s 6d.

"Miniature" here means at a scale of 1/600 or 50 ft to the inch, as compared to the 1/48 to 1/96 or 1/100 scale at which models are usually built. Mr. McNarry is an acknowledged master at this type of construction, and his book details at length the tools, fittings, and techniques that he uses in this work.

The drawings were all executed by the author, and he took the photographs from which the plates were made. The model-maker whose products are beginning to become a stowage problem would be well advised to consider taking up miniature modeling.

MACPHERSON, Hector, "Guide to the stars," x, 150 pp., 14 plates; 9 ill., index. New and revised edition. Philosophical Library, N.Y., 1955. \$2.75.

This little book is a very useful guide to astronomy for anyone with no previous knowledge of the subject. It traces briefly the history of astronomy, gives an outline of present knowledge about the solar system and the universe, and then goes on to describe the constellations, explain the names that have been given to the stars, and provide star maps of the constellations.

PETERSON, Mendel L., "The last cruise of HMS LOO," 55 pp., 17 plates. Smithsonian Miscellaneous Collections, vol. 131, no. 2, Washington, D.C., 1955.

This booklet tells of the finding of a wreck in the Florida Keys and its subsequent identification as the remains of the LOO or LOOE, a 44-gun vessel wrecked at the spot on 5 Feb. 1744. The site has since been marked on the chart as "Looe Reef," but the finders made their identification from the nationality and armament of the wreck, as shown by recovered relics.

The publication details the history of the LOO from records of the British Admiralty, some of which are reproduced in full, and the plates show photographs of many of the objects that were recovered. These consist of ceramic, bone, and metal items.

BLEWITT, Mary, "Celestial navigation for yachtsmen," 64 pp., 26 figs. Third edition. Philosophical Library, New York, 1955. \$2.75.

The new pre-computed tables for celestial navigation have made the dying art of finding one's position from star sights a remarkably simple one. (We say "dying" because developments such as loran and Decca are rapidly making the sextant unnecessary.) The fact that the subject can be covered in 64 pages (and by a lady, at that) is pretty good evidence of its simplicity.

Mary Blewitt shows how to work out sights using the Air Almanac and H.O. Pub. No. 249. She also advocates the use of the Admiralty Manual of Seamanship (it would be Bowditch in this country) for keeping the sextant in adjustment; but she has nothing at all on the subject of time-keeping.

PRELY, Esther Wilshire, "The saga of the FLYAWAY," 32 pp., 3 pl. The Author, New York, 1955.

The FLYAWAY was a clipper ship built by William H. Webb in 1853. The author was brought up a big white house in Gardiner, Maine, full of Oriental curios including a painting of the FLYAWAY by a Hong Kong artist, for her mother's uncle, Captain Simon Merrill Sewall, had been the FLYAWAY's first master. Just a century after the ship was built, Mrs. Prely set out to trace her history, and this booklet is the result.

Besides the obvious printed sources, such as Howe & Matthews, and Webb's "Plans of Wooden Vessels" (which provided the lines), Mrs. Prely has exploited a number of primary references. The National Archives yielded the part owners, crew lists (unfortunately not reproduced), and an abstract log of the FLYAWAY's maiden voyage to Melbourne and Hong Kong; a sailing card turned up at the Seamen's Bank for Savings; the New York "Herald" yielded several arrival stories; and the "Nautical Magazine" had a brief account of the investigation of the loss of the FLYAWAY as the British bark BOTHALWOOD on Jersey in January 1881. Adding some personal notes concerning Captain Sewall, Mrs. Prely has done a very creditable job of research.

DE LA RUE, E. Aubert, "Man and the winds," 206 pp., 26 ill.; index. Philosophical Library, N.Y., 1955. Price, \$6.00.

Translated by Madge E. Thompson from "L'Homme et le Vent," this is a complete



treatise, in popular language, on how the wind affects man's activities. The translator has added a few notes of her own.

There are 74 references in the bibliography, and these give a clue to a basic weakness of the book. The author has drawn almost entirely on French sources, only half a dozen items cited being in English, and no other languages are represented. The chapter on "Sailing Ships" is a good illustration of how weak monolingual sources may be. Lacroix, with all his mis-spellings, is the chief authority cited for the 19th and 20th centuries.

On page 49 the statement that "tropical storms are unknown along the west coast of America" is qualified by a footnote by an editor that the west coast of California used to be notorious for its sudden storms. Neither one of these statements is accurate, but reference to the appropriate sailing directions would readily yield a correct description of the situation.

"The Wonder Book of Ships," 224 pp; ill. Ward, Lock & Co., London, 20th edition. (John de Graff, Inc., New York, 1955, \$3.00)

The latest edition of this juvenile classic has been thoroughly overhauled and brought up to date. There are several color plates showing national and signal flags and modern liners, although where one of the older illustrations (as of sailing ships) is still useful it has been retained.

The only drawback to the widespread acceptance of this book in America is the narrow British scope of its coverage. The characteristic lake, river, and harbor craft of America are conspicuous by their absence.

SCOFIELD, J.L., "California fishing ports," 159 pp., 88 figs. California Department of Fish & Game Fish Bulletin no. 96, Sacramento, 1954. Price about \$1.00.

The purpose of this compilation was to furnish some account of each of the 270 localities where commercial fish were reported as landed in California between 1931 and 1951. The histories (such as they are) of these places are given as far back as they can be traced, and photos, many of historical interest, are included.

The style of presentation of the material is far different from that of the usual stodgy government publication. We are told, for example, that Summerland was settled by a colony of spiritualists and hence

was known to the fishermen as "Spooktown." Among the interesting photographs reproduced is one of a junk-rigged skiff at Monterey in 1902.

BROOME, Jack, "Make a Signal!" 224 pp.; ill. John de Graff, N.Y., 1956. \$3.75.

A number of famous or notorious signals have been quoted in naval circles for years, and a complete anthology of them is long overdue. Captain Broome, RN, has finally provided not only an anthology but also the background of naval signalling, with a brief history of the development of signalling and a chapter on special flags and customs.

Several naval engagements are narrated in terms of the signals made: the First of June and Copenhagen, SCHARNHORST and GNEI-SENAU in two World Wars, the sinking of BISMARCK. A section on miscellaneous signals includes such chestnuts as the Admiral's washerwoman besides a number of actual and apocryphal messages that deserve to be as well known.

ADKINS, Edwin P., "Setauket; the first three hundred years 1655-1955," xvi, 108 pp., 18 ill. David McKay, Inc., New York, 1955.

In 1655 six settlers bought what is now Setauket from the Setalcott Indians. In the 19th Century the region built a great many sailing vessels, some of which have been listed in past issues of LOG CHIPS. The tercentennial history of the town tells a little of this shipbuilding activity and gives a chart showing the locations of the shipyards.

Handels- og Søfartsmuseet. På Kronborg, Årbog 1955, 181 pp.

The chief item of interest in this year's annual is an article by Otto Ludwig on the history of lifesaving devices.

"The Annual Dog Watch," 144 pp. Shiplovers' Society of Victoria, 1955. Price 4s 6d.

Number 12 of this series has the usual fascinating collection of short pieces on a variety of nautical subjects. The cover story, on the ALPENA gale of 1909, tells of the rescue of the crew of a San Francisco schooner off Newcastle.

GOTTLIEB, William P., "This is the NMU; a picture history of the National Maritime Union of America CIO," 144 pp., ill. William P. Gottlieb Co., New York (1955).

Published by the Union for distribution to libraries and similar organizations, this booklet is notable for its photographic coverage of the subject.

DAVIES, Howell (Ed.), "The South American Handbook 1955-1956," 838 pp., ill. Trade & Travel Publications, London; H.W. Wilson Co., New York, 1955. Price \$2.50.



## SAILING SHIP NEWS

- AMERIGO VESPUCCI, Ital.aux.tr.ship. 14 Sep.arr Thames from Bergen for 5-day visit.
- BALCLUTHA, Ship. 19 July towed from Oakland to her new berth in San Francisco. Had her original name restored (from PACIFIC QUEEN) by Mrs.Inda Frances Dunn, born at sea aboard the ship in '99.
- C.A.THAYER, 3m.Sch. Now a tourist trap, known as BLACK SHIELD.
- CONSTELLATION, U.S.Frigate. Last year was brought around to Baltimore; 13 March moved from Fort McHenry to the City Recreation Pier.
- DANMARK, Dan.aux.tr.ship. 24 Jan.arr Miami for 5-day visit.
- DAR POMORZA, Pol.aux.tr.ship. 4 Sep.passed Dover, bound from Odessa to Gdynia.
- EDWARD R. BAIRD JR., 3m.sch. 18 Sep.sank in Tangier Sound, near Crisfield, Md.
- ERNESTINA, Port.aux.sch. 26 July sailed Cape Verde Is.; 19 Aug.arr Providence, 4 pass, 7 tons cargo. 3 Nov.left Providence for C.V.I.; 5 passengers.
- FLYING CLIPPER, Swed.aux.3m.T/S tr.sch. 27 Feb.left Fayal for Southampton; arr 12 March; sailed 18th for Malmp; 23d in Cowes Roads.
- LAFORREST L. SIMMONS, power vessel. 12 Aug.sunk near mouth Choptank R.; was built at Milford, Del., in 1909 as a schooner, the last two-topsail schooner on Chesapeake Bay; converted to power about 1940.
- LEVIN-J. MARVEL, 3m.Sch. "Dude sailer" sunk by Hurricane CONNIE near North Beach, Md., 12 August, with loss of 14 lives. Owner-master has been indicted on Federal charges and bills have been introduced in Congress to tighten the inspection laws, as a result of this casualty.
- MADALAN, Port.aux.bgn. 7 Dec. left Providence for Praia, C.V.I., with 8 pass., 3 autos, and some furniture.
- MAIPO, Per.bark. Scrapped in January.
- MERCATOR, Belg.aux.tr.bktn. Left Antwerp about 13 Jan; 16th passed Lizard; 3 Feb. arr Dakar; 25 Feb.arr La Guaira, Venez.; left 1 Mar.; 9 Mar.arr Curacao; 30 Mar. arr Fayal; 3 April left for Brixham.
- PAMIR, Ger.aux.4m.bk. Left Bremerhaven 3 Dec; 31 Dec.arr Buenos Aires. 26 Feb. left Rosario; 5 March left Buenos Aires for Hamburg.
- PASSAT, Ger.aux.4m.bk. After two-year lay-up at Travemünde fitted out at Lübeck; docked at Kiel; loaded 2600 tons coke at Bremen; left 13 Oct; windbound off Bremerhaven until 19th; arr Buenos Aires 53 d.pilot-to-pilot. Aground early in Jan; 11th left Buenos Aires; 10 March arr Hamburg.
- SCOTTISH PRINCE, Br.bk. Built 1878; lost 1887. Skin divers out of Queensland, Aus., recently reported attempting to recover 100 tons of Scotch whiskey in her cargo.
- SEA CLOUD, Am.aux.4m.bk.yacht. 7 Oct.left Jacksonville for Ciudad Trujillo. Bought by Generalissimo Trujillo of the Dominican Republic as a gift for his daughter.
- SEDOV, Rus.aux.4m.tr.bk.(formerly MAGDALENE VINNEN). 18 Sept.sighted in Sts.of Dover, bound up.
- STAR OF THE SEA, 4m.sch. 4 Sept.foundered at her mooring, Hempstead Harbor, L.I. 5 Sept.had wheel and a lighted lantern stolen. Lost two masts in gale; owners cut away other two in trying to float her; 2 April Army Engineers awarded contract to Edward O.Sanchez of New Bedford for \$11,900, to raise her within 30 days and then scuttle her in 90 ft of water.
- STATSRAAD LEHNKUHL, Nor.aux tr.ship. 4 Aug. left Philadelphia; 27 Aug.arr Bergen.
- TELLUS (or MALABOO), Peruv.bk. Scheduled for scrapping April/May 1956. (With thanks for items to Gordon Jones, John H.Burlinson, Bob Burgess, Bob Goddard, Ed Collins, Max McLean, S.R.Haight, F.E. Clark, Earl Palmer, Bob Applebee, J.S.Mc Cullough, and Harold Huycke.)

## GERMAN SHIPS UNDER DANISH FLAG

Concerning Harold Huycke's list, Jens Malling writes: "When it became evident that Northern Slesvig would be returned to Denmark, some German firms attempted to transfer their ships there in the hope of avoiding their delivery to the Allies. So ERATO, EILBEK, and the bark HANS came under the Danish flag.

"But the Allies decreed that 'reparation money' (a small sum in comparison with the value of the ships) had to be paid, and until this was done the vessels could not go outside the Channel. HANS sailed for some time between Oxelø Sund and Stettin with ore, earned the 'reparation money' and at last came once more under the German flag as TAMARA X. In EILBEK's case the authorities would not allow the transfer to Danish flag, so she was transferred to Sweden and afterwards to Germany. In Sept.1924 she was laid up in Rotterdam, and in April 1925 was sold and took a cargo of coal to Lübeck, where she was broken up.

"The ERATO case was more complicated. She was modernized in Hamburg with winches, electric light, etc; then sold to Finland for Fm 7,000,000, retaining Danish registry. The British Ambassador at Stockholm prevented her sailing for Alexandria with timber, and she was sold at auction to Sweden. When the 'reparation money' was paid, she was sold back to Germany."



## SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1877

S. P. Austin &amp; Hunter, Sunderland

GENERAL NOTT Bark 766 Thomas Morris, Aberystwith. Sunk in collision March '92.  
 SCOTTISH FAIRY Bk 776 W.H. Ross & Co., Liverpool. Wrecked Aug. '89, Dutch coast.  
 (launched as SPIRITO)

John Blumer &amp; Co., Sunderland

ADAMANTINE Bktn 235 John Melmore, Maryport. Lost early 1893, N. Atlantic.  
 MOW HILL 3m.T/S Sch 234 William Price, Whitehaven.

John Crown, Sunderland

SOUTH MILTON Bark 607 B. Balkwill & Co., Salcombe. Wrecked April 1886. WOOD

William Doxford &amp; Sons, Pallion, Sunderland

BARBARA Bark 1108 W. Thomas & Co., Liverpool. Wrecked Nov. 1881, Welsh coast.  
 CAESAREA Ship 1294 W. Pellier, London.

OTRA 1902 Thv. B. Heistein, Kristiansand, Norway. Lost June 1912.

CAROLINE MORRIS Bk 961 Thos. Benyon & Co., Newport. Missing Nov. 1894.  
 CHARLWOOD Bark 866 G.H. Fletcher & Co., Liverpool. Sunk Oct. 1891, Eng. Channel.  
 COLWYN Bark 1214 Geo. Traill & Sons, London. Missing Dec. 1892, S. Pacific.  
 COUNTY OF DENBIGH Bk 1107 W. Thomas & Co., Liverpool. Missing 1880, Astoria-U/K.  
 COUNTY OF FLINT Bk 1111 W. Thomas & Co., Liverpool.

ZELBIO 1906 A. Mosca, Valparaiso

ARMANDO 1918 Irala y Ugalde, Bilbao. Given diesels, 1920.

GATEACRE Ship 1409 C.W. Kellock &amp; Co., Liverpool

KEHREWIEDER C.H.H. Winters, Elsfleth, Germany.

ALAUDA 1901 Reederei Flügge, Hamburg

VIGO 1906 Carl Bech, Tvedestrand. March 1923 lost on Tierra del Fuego.

GLANPADARN Bark 1112 Jones &amp; Williams, Carnarvon. Missing since April 1889.

GLANPERIS Bark 1099 Jones &amp; Williams, Carnarvon. May '92 abandoned off C. Horn.

KENTON Bark 689 G. Stovers &amp; Co., London.

KER-JOSEPH 1890 A. Viot, Nantes. Lost Sept. 1911.

KIRKDALE Bark 790 Joseph Steel, Liverpool. Wrecked Oct. 1908, Caribbean.

MENAI STRAITS Bark 699 Thomas M. Griffiths, Carnarvon

MOEL EILIAN Bark 1109 Wm. E. Jones, Port Dinorwic. Dismasted Dec. '09; hulked,

James Gardner, Sunderland

HALIA (WOOD) Bark 549 Richard Humble, Sunderland. Condemned 1887.

P. Hardcastle &amp; Co., Sunderland

CANNANORE Ship 1655 J.S. de Wolf &amp; Co., Liverpool. Wrecked April 1885.

JOHN PATERSON Bark 1315 Thos. Clark &amp; others, Irvine.

WINDSBRAUT C.H.H. Winters, Elsfleth

COLOMBIA 1904 N.A. Lydersen, Tvedestrand. Missing since Jan. 1906.

James Laing, Sunderland

PALLAS Bark 613 J.H. Becker, Elsfleth, Germany

HAVRE 1900 Honore Auger, Havre

ANNA 1912 H.A.H. Grube, Marstal

Mounsey &amp; Foster, Sunderland

DARTFORD Ship 1327 J.T. Morton, London. Hulk '14-8, '21-46; beached, Auckland.

GLENERICHT Ship 1735N L.H. McIntyre, Liverpool. (Not in 1878 Lloyd's Register)

HENRIETTA Bark 1099 John Ellis &amp; Co., Liverpool. Missing 1882.

SNOWDONIA Ship 1326 Arvon Shipping Co. Lim., Liverpool. Foundered 1878.

Osbourne, Graham &amp; Co., Sunderland.

CELESTIAL EMPIRE S 1832 George Duncan, London. Scrapped April 1911.

GWYNEDD Bark 1081 North Wales Shipping Co. Lim., Carnarvon

INGER Norwegian 1901 wrecked at Cullen, Port Wakefield to Tyne.

LOBO Bark 940 Shallcross &amp; Higham, Liverpool.

(continued on page 22)



LOBO (continued) HANS WAGNER

DRAMMENSEREN 1904 E.B.Aaby, Drammen, Norway

LOBO 1912 Hobart Timber Co., Hobart. Wrecked Oct. 1916.

William Pickersgill &amp; Sons, Southwick, Sunderland

ARABELLA Bark 334 James Tedford &amp; Co., Belfast. Wrecked 1887. WOOD

KATE 3mSch or Bktn 203 J. &amp; J. Denholm, Greenock. WOOD

Robert Thompson Jr., Sunderland

LIZZIE BELL Bark 1070 Peter Iredale, Liverpool. Wrecked July 1901, New Zealand.

W. Gray &amp; Co., West Hartlepool

HELEN PEMBROKE Ship 1523 Edward Pembroke, London. Wrecked 1885 Andamas Is.

Richardson, Duck &amp; Co., Stockton-on-Tees

QUEEN OF SCOTS Ship 1444 Donald Kennedy &amp; Co., Liverpool. Condemned 1926, Chile.

ST. MILDRED Ship 1435 Rankin, Gilmour &amp; Co., Glasgow.

BRUNSHAUSEN 1897 Eugene Cellier, Hamburg.

SCOTTISH MINSTREL S 1572 W.H. Ross &amp; Co., Liverpool. Broken up 1910, Italy.

STAR OF THE SEA S 1487 Walsh Bros., Liverpool.

HELIKON 1881 (Germany) Lost 1885.

Mills &amp; Knight, Fountain Dry Dock, Bermondsey

GLENURY Bktn 289 Builders, London. WOOD

Dyer, New Shoreham

BRITANNIA Bark 464 Cheesman &amp; Gates, Shoreham. WOOD

J. &amp; W.B. Harvey, Littlehampton

ANNIE Ketch Barge 64 Builders, Littlehampton. WOOD

TROSSACHS Bark 565 Builders, Littlehampton. WOOD

DESIRADE 1895 H. Auger, Havre

CANDIA G. Sigalas, Santorin, Greece.

T.R. Oswald or Oswald, Mordaunt &amp; Co., Southampton SB Works, Woolston

ARGOMENE Ship 1716 H. Fernie &amp; Sons, Liverpool.

HAMPTON 1899

BIANCHETTO 1906 Bozzo &amp; Mortola, Genoa. Wrecked May 1916, Mediterranean.

BOYNE Ship 1403 James Nourse, London. June 1886 wrecked near Calcutta.

CABUL Ship 1440 E. Bates &amp; Sons, Liverpool.

ASTER 1901 C. A. Flugge, Hamburg. Scrapped 1910 at Hamburg.

CAMBRIAN PRINCESS S 1394 T. Williams &amp; Co., Liverpool. April 1902 sunk, Eng. Ch.

CLEOMENE Ship 1790 H. Fernie &amp; Sons, Liverpool.

MINCIO 1908 S.A. Riccardo Gualino (H. Piaggio, mgr.), Genoa. Scrapped '24.

HERAT Ship 1442 E. Bates &amp; Sons, Liverpool. Scrapped Italy, 1920.

SIERRA NEVADA Ship 1523 Thompson, Anderson &amp; Co., Liverpool. Wrecked Apr. 1900.

W. Date, Kingsbridge, Devon.

CATHERINE Bktn 335 Wm. W. Steer &amp; Co., Salcombe. WOOD

Vivian, Salcombe

BRIZO Bktn 253 George Balkwill, Salcombe. Wrecked Apr. 1886. WOOD

J. Slade &amp; Sons, Polruan, Fowey, Cornwall.

KOH-I-NOOR Bktn 243 W. Smith &amp; Co., Fowey. WOOD

Harvey &amp; Co., Hayle, Cornwall

T. S. B. Bgtn 289 Edward Hain, Plymouth

S. Moss, Par, Cornwall

OCEAN SPRAY Bktn 267 Nathaniel Hocken, Fowey. WOOD

FERNANDO 1906 A.P. Da Costa, Lisbon.



GERTRUDE C. Hill & Sons, Albion Dockyard, Bristol.  
 Bark 495 Builders, Bristol. Wrecked March 1892. WOOD  
 Martin, Porthcawl  
 NELSON HEWERTSON Bktn 251 William Brooks, Newport, Mon. WOOD  
 PHEBE LEWIS Sch 107 R. Graham, Newport. WOOD  
 Cooperative Shipbuilding Co. Lim., Pembroke Dock.  
 MARATHON Bark 843 William Stevens, London. WOOD  
 Gaddern, Neyland, Pembrokeshire  
 LENORE Bark 553 George Foreman, Sunderland. WOOD  
 Warlow, Milford, Pembrokeshire  
 MARS Bark 508 Wm. Kenneth, Glasgow. WOOD  
 Ebenezer Roberts, Portmadoc  
 MARTHA PERCIVAL Bktn 268 E. Roberts & Co., Carnarvon. Lost on Sylt, 1901. WOOD  
 OLGA ELKAN Sch 138 David Griffith & Co., Carnarvon. WOOD  
 Rees Jones & Son, Portdinorwic  
 ORDOVIC Bark 853 Wm. E. Jones & Co., Carnarvon. Condemned Oct. '94. WOOD  
 Laird Brothers, Birkenhead  
 MORNA Ship 1506 Brooke & Worthington, Liverpool. Aug. '15 sunk by U-boat.  
 R. & J. Evans & Co., Liverpool  
 AETHELRED Bark 1094 White, Forman & Co., Liverpool. Lost 1881.  
 COUNTY OF ANGLESEA Bk 1103 W. Thomas & Co., Liverpool  
 GLADBROOK 1918 Union SS. Co. of N.Z., Dunedin. Hulk 1921, Fiji.  
 COUNTY OF CARDIGAN S 1325 W. Thomas & Co., Liverpool. Scrapped 1911.  
 COUNTY OF CARNARVON S 1305 W. Thomas & Co., Liverpool. Missing 1889, S. Pacific.  
 MARGARET HEALD Bk 631 J.B. Foote, Liverpool.  
 ANNA AGNETE 1889 C.H. Nielsen, Nordby, Fanø, Denmark  
 CORNELIA JACOB A 1906 (Chilean)  
 W. H. Potter & Son, Liverpool  
 BEECHDALE Bark 815 E. Broomhall, Liverpool  
 STADIUM (motorship) 1943 Balducci, Trieste  
 CALABAR Bktn 322 T. Harrison & Co., Liverpool  
 DRUMPARK Ship 1551 Gillison & Chadwick, Liverpool. Hulk 1911; scrapped '18.  
 EBOE Bktn 322 T. Harrison & Co., Liverpool  
 EULOMENE Ship 1678 H. Fernie & Son, Liverpool. Wrecked 29 Jan. 1884.  
 KINROSS Ship 1447 Andrew Gibson & Co., Liverpool  
 CARELMAPU 1907 Oelckers Hermanos, Valparaiso. Lost November 1915.  
 RAVENSWOOD Bark 1123 Fisher & Sprott, Workington. Hulked 1910, Trinidad.  
 T. Rayden & Sons, Liverpool  
 CARDIGANSHIRE Ship 1453 Hughes & Co., Liverpool  
 FENICE 1903 G. Pellarano, Genoa. Broken up, 1923.  
 CLWYD Bark 800 Thomas & Jones, Liverpool. Lost 1884.  
 DUNCAN COUPLAND S 1495 J. Coupland, Liverpool  
 HORNBY CASTLE 1882 Lancaster Shipowners Co., Liverpool  
 HARALD 1906 Aas & Cappelen, Fredrikstad. Wrecked 15 Aug. 1909  
 KNIGHT OF THE GARTER S 1494 Greenshields, Cowie & Co., Liverpool.  
 PAPA EMANUELE  
 MONTEVIDEO 1907 Armanino, Sanguinetti & Co., Genoa.  
 GASPARE S. 1913 Capt. Gaspare Savona, Trapani. Scrapped 1923, Genoa.  
 LUCILE Ship 1491 Builders  
 SIERRA CORDOVA Thompson, Anderson & Co., Liverpool  
 HEIMDAL 1903 Leif Gundersen, Porsgrund. Broken up 1913, Boulogne.



## R. &amp; J. Evans, Liverpool (continued)

MONTGOMERYSHIRE S 1452 Hughes & Co., Liverpool. Wrecked Tonga Feb.1907.  
 SAINT MALCOLM Ship 1428 Rankin, Gilmour & Co., Glasgow. Missing 1880.  
 ST. MARGARET Ship 1428 Rankin, Gilmour & Co., Glasgow. Missing 1890.

## Roberts, Ulverston

GAERWEN Bktn 278 Rowland H. Roberts, Liverpool WOOD  
 ADOLPHINE Chr. Christensen, Norresundby, Denmark  
 REALF HANSEN 1901 Brødrene Realfsen, Porsgrund, Norway

## Barrow Shipbuilding Co., Barrow

CRUISER Sch 226 Earl of Eglinton, Barrow  
 YARKAND Ship 1352 E. Bates & Son, Liverpool  
 NEW JERSEY (barge) Philadelphia, Pa. Scrapped about 1938.

## Whitehaven Shipbuilding Co., Whitehaven

BUTTERMERE Bark 1021 Fisher & Sprott, Liverpool  
 FREIA 1889 C. Brandt, Blankenese  
 PAX 1920 R.K.Bager, Marstal, Denmark. Broken up Italy 1928.  
 EGREMONT CASTLE Bk 840 W.F.Ditchburn, Liverpool.  
 GLARAMARA Bark 693 G. Nelson, Liverpool. Wrecked Irish coast Feb.1883.  
 IRON CRAG Bark 870 Thomas Connell & Co., Liverpool. Missing 1894.

## R. Williamson &amp; Son, Harrington

CROSFIELD Bark 811 Johnston, Sproule & Co., Liverpool. Lost Chile Aug.1883.  
 GEORGE BEWLEY Bark 1071 John Bewley, Liverpool  
 MALLSGATE Bark 1073 Captain J. Sprött, Workington. Wrecked S.Pacific July'89.

## Scott &amp; Co., Carlsdyke, Greenock

DOCHRA Bark 1016 J. & R.S.Scott, Greenock.  
 PERNAMBUCO 1912 Cie.de Pesca Norte de Brazil, Pernambuco.

## J. E. Scott, Greenock

GIPSY QUEEN Bktn 329 L. Potter & Co., Glasgow  
 JESSICA Bktn 316 James H. Goodyear, Liverpool

## Robert Steele &amp; Co., Greenock

EIRENE Bark 1172 Wm. Rankin, Greenock. Wrecked March 1878, C. Grisnez.  
 ROMSDAL 4m.Ship 1887 J. & A. Allan, Glasgow. Lost Bay of Bengal Nov.1891.

## Robert Duncan &amp; Co., Port Glasgow

EARL GRANVILLE Bark 1009 Alex.McAllister, Glasgow  
 FLUMINENSE 1904 M.P.Texeira & J.A.da Silva, Rio de Janeiro. Hulk 1910.  
 HEReward Ship 1593 J.C.Campbell, London. Wrecked Dec.1898, Australia.  
 LINDORES ABBEY Bark 886 John Renton & Co., Glasgow.  
 ANNA M. 1905 A. Mortola, Genoa. Missing May 1916.  
 TARANAKI Bark 1193 James Galbraith, Glasgow. 1915 broken up, Genoa.

## William Hamilton &amp; Co., Port Glasgow

ADA MELMORE Bark 591 John Melmore, Maryport. Lost Jan.1887 off Brazil.

## H. Murray &amp; Co., Port Glasgow

BENARES 4m.Bark 1721 Watson Brothers, Glasgow. Wrecked 1910.  
 JEANIE LANGLES Ship 1425 David Law, Glasgow  
 LINLITHGOWSHIRE Thomas Law, Glasgow  
 COMTE DE SMET DE NAEYER 1906 Assn. Maritime Belge, Antwerp. Scrapped 1934.

## John Reid &amp; Co., Port Glasgow

ASHMORE Ship 1179 John Stewart & Co., London. Wrecked Apr.1919, Gnd.Manan.  
 GARTCONNEL Ship 1520 James Richardson & Co., Greenock.  
 (to be continued)